



DESIGNEE UPDATE

Vol. 10, No. 2

A quarterly publication designed to serve the
Examiner, Designee, and Instructor Community

APRIL 1998

Inside This Update

Safety First.....	1
Center Thrust.....	1
Flight Instructor Renewal Dates.....	1
Inspectors welcome.....	2
Airline Dispatcher Designees.....	2
Powered Lift Rating.....	2
Which 8710-9 Form?.....	2
Not Any More!.....	3
Have You Changed Your Address?.....	3
Pilot Examiner Seminar Schedule.....	3

SAFETY FIRST

Every year we hear one or two horror stories regarding so called "simulated emergency techniques" used during flight instruction. Some instructors will shut down the engine on a single engine airplane and require the student to land dead stick. Some instructors will turn the fuel valve off to **simulate** engine failure. After many years of broken airplanes and bones, you would think that flight instructors would realize that these simulated emergencies **ain't** simulated at all. There have been tons of advisory circulars, letters, etc., warning against such practices.

Just recently, we learned of the brilliant technique of popping the cockpit door open in flight, which could improve cockpit ventilation while simultaneously creating hyperventilation. All kidding aside, this is not an approved or smart training practice.

One can think of many reasons why an aircraft door should not be opened in flight. First and foremost they are not designed to be opened in flight. Also, if proper maintenance has not been accomplished, such as improper hinge pin replacement material; excessively worn, rusted, or galled hinge pins; or lack of lubrication, the additional wind load on the hinge could cause complete failure of the hinge.

In the act of opening the door in flight, the door could separate from the airframe and collide with the horizontal stabilizer and/or cause fatal injury to persons on the ground. Why push your luck?

CENTER THRUST

A change to the final rule permits the use of the Cessna 336 or Cessna 337 for an airplane multiengine land rating, and the pilot certificates will contain the limitation "LIMITED TO CENTER THRUST". Inspectors take note! The limitation shall **NOT** contain make and model as previously presented in some Academy classes.

FLIGHT INSTRUCTOR RENEWAL DATES

(attention inspectors)

The flight instructor renewal process as depicted in FAR 61.197, has spawned a lot of questions. In order to simplify this process, AFS-840 has proposed a regulatory change which should make the process easier to understand. Also, we wish to inform Inspectors that have attended examiner seminars and classes at Oklahoma City that this procedure is being changed. Lets review this process using a simple approach.

1. Can I renew my flight instructor certificate early and still keep my old expiration month? 2. Can I renew anytime? The answer to both questions is yes.

SITUATION 1: If you wish to renew your flight instructor certificate **early**, but keep your old expiration month, (for what ever reason) one method would be to attend and complete a Flight Instructor Refresher Clinic (FIRC) within 3 calendar months prior to your expiration month. So, if your flight instructor certificate expires on July 31, 1998, and you want to **KEEP** that expiration month, then the **COMPLETION** date for attending a (FIRC) must be no earlier than April 1, 1998. At that point you can take your certificate of completion to an inspector anytime in April, May, or June, and receive a temporary flight instructor certificate with a July 31, 2000, expiration date. The

inspector has the authority to post date the expiration month on your temporary flight instructor certificate.

FAR 61.197, covers several ways for renewing your CFI certificate, but since attending a FIRC is the most used method, let's continue our discussion using the FIRC process. It is important to remember that 61.197 did not intend to take away the option to renew almost anytime you desire, but if you are faced with a situation that forces you to renew early, you can do so and still keep your existing expiration month if you meet the provisions in the rule.

Some people have interpreted the word "additional" in 61.197(b) (2) to mean that they could renew for 48 plus months. No, No, NO, it does not say that. It means that the renewed instructor certificate will be valid for 24 calendar months beyond the expiration date shown on the certificate that is being renewed. So, even when renewing early, the expiration date shown on the certificate will never be more than 24 calendar months from the previous expiration date.

SITUATION 2. Lets say your CFI certificate expires December 31, 1998. You decide that you would rather have your birth month (August) as an expiration month because its easier to remember. If you completed a FIRC on July 10, 1998, your completion certificate will be good through 3 **calendar** months, or October 31, 1998 (not October 8). Present your completion certificate sometime in August to an inspector, and he will give you an August 31, 2000 expiration date. In this case, the inspector cannot post date the temporary, because you are outside the 3 calendar month window from your expiration month, so wait until August to do the paper work.

Under the old rule, 90 days was 90 days. It's easy to see that in most cases, 3 calendar months will give you more than 90 days.

Warning! Most FIRC's are 16 hours (normally two days) in duration, so if you attend a FIRC on June 30, and complete it on July 1, 1998, and your flight instructor certificate expires on June 30, 1998, you're too late!!

INSPECTORS WELCOME

Over the years, we have received numerous complaints from pilot examiners being told by their POI "you shouldn't be conducting a test that way," after observing them conduct a practical test. We know there are always two sides to a story, so we talked with several inspectors to hear the other side. Much to our surprise, many inspectors claim that their job would be considerably easier if they knew what the examiner was being taught in Oklahoma City.

Most FSDO's routinely send as many inspectors as they can to the recurrent examiner seminars, but very few ever get the opportunity to attend the initial seminar in Oklahoma City. Problems will inevitably arise when an inspector, who has not received the same training as the examiner, attempts to evaluate the examiner's techniques and testing procedures.

Examiners pay \$60 a day, a total of (\$300) for the initial training, plus hotel and expenses. Inspectors are not charged, but the FSDO would be out the travel and per diem expense. If the inspector did an "enroute," the cost would be quite manageable. Over the past 5 years, AFS-1 has sent two different memorandums stating that inspectors **should** attend the seminars. In some cases, inspectors who have attended the recurrent seminar elected not to take the end of course test, which means they did not receive a graduation certificate and therefore received no credit for their effort. Inspectors are not required to take the end of course test, but they may do so if they so choose. Any inspector completing the seminar in its entirety can receive credit for the training by having the seminar number entered in his/her personnel file.

Any training in the use of Order 8710.3C, Practical Test Standards and Plans of Action etc., would help close the inspector/examiner gap; therefore, any operations safety inspector that is able to attend, is more than welcome.

AIRLINE DISPATCHER DESIGNEES

Airline Dispatcher Designee's are available to administer the Dispatcher practical exam. These Designees can be found by contacting the Regional Dispatch Representative (RDR) for the FAA Region in which the Dispatcher practical is to be given. Names of the Regional RDR's, Dispatcher Designees, and Dispatcher Schools are soon to be posted on the Internet. Stay tuned for the rest of the story.

POWERED-LIFT RATING

A powered-lift aircraft is defined in Title 14 of Part 1 of the Code of Federal Regulations as a heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight.

However, at this time there are no U.S. civilian certificated powered-lift aircraft. Additionally, we do not have an approved Practical Test Standard to conduct practical tests in a powered-lift. Therefore, until a U.S. civilian certificated powered-lift aircraft along with an approved Practical Test Standard is established to conduct practical tests in a powered-lift, no powered-lift ratings will be issued.

WHICH FAA 8710-9 FORM ???

The white 8710-9 form should be used by the FSDO's for annual renewal of their pilot examiners. The blue 8710-9 is used for pilot examiner candidates. How can we have two very similar forms with the same number floating around in the system? We have, on several occasions, attempted to explain this, but will do so again.

When the National Examiner Board (NEB) was formed in October 1994, the Board elected to use the existing Form 8710-9 for examiner candidate use. This decision was based on the fact that it takes nearly a year to have a new

application with a different number, approved. After several months, it was determined that some modification was needed, particularly in the area of logged flight time experience.

The Board then revised the application and made it blue in color, and about 30 of these blue applications were sent to all FSDO's to pass out to future examiner candidates. Now, after 4 years, the FSDO's are confused as to which form they should be using for annual renewal of examiners. The truth is that no crime is committed regardless of which form is used. The blue one is just more detailed.

The NEB is in the process of developing and seeking approval for a new (stand alone) form with a different number for Board use only. We apologize for the confusion this has created.

NOT ANY MORE ...

In the past (prior to August 4, 1997), a person as young as age 18 that had the required flight experience could take the Airline Transport Pilot - Airplane knowledge (written) test and then the practical test. When both were satisfactorily completed the person would receive a "Letter of Aeronautical Competency" promising an ATP Temporary Airman Certificate with appropriate aircraft rating upon reaching their 23rd birthday. NOT ANY MORE!

Age exceptions no longer exist for taking the Airline Transport Pilot - Airplane knowledge test and practical test. Applicants for an ATP practical test are NOT eligible prior to their 23rd birth date. The current ("new") section § 61.39(a)(5) of the Federal Aviation Regulations (14 CFR section 61.39) states: "Meet the prescribed age requirement of this part for the issuance of the certificate or rating sought;" --- no exception. Likewise, FAR section 61.35 no longer contains an exception for the knowledge test. An ATP knowledge test applicant is not eligible until age 21, and should consider waiting a few days (or months) after their birthday to take the test since the passed test is normally only valid for 24 calendar months.

A Letter of Aeronautical Competency shall no longer be issued. However, a Letter of Aeronautical Competency issued prior to August 4, 1997, is still valid and will be honored upon presentation.

HAVE YOU CHANGED YOUR ADDRESS ??

If you are a flight instructor and you are concerned that you will not receive the "Designee Update" because of a recent address change, you should send the change to the following address:

FAA
Airmen Records, AFS-760
Box 25082
Oklahoma City, OK 73125

New addresses shown on a medical application are automatically sent to Airmen Records.

If you are a mechanic, contact your supervising FSDO, and ask them to change your address in the VITALs data base. About 40-60 newsletters are returned each quarter marked "moved."

Address labels for this news letter are obtained from Airmen Records and the Vitals data base.

PILOT EXAMINER SEMINARS

Pre-registration for the following seminars is necessary. Call: (405) 954 - 0138

Sacramento, CA April 8-9, 1998
Cleveland, OH April 8-9, 1998
Des Moines, IA April 22-23, 1998
Salt Lake City, UT May 6-7, 1998
Kansas City, MO May 6-7, 1998
Oklahoma City, OK **Initial** Seminar, May 11-15, 1998
Rochester, NY May 20-21, 1998
Phoenix, AZ May 20-21, 1998
St. Louis, MO June 9-10, 1998
Milwaukee, WI June 23-24, 1998
Windsor Locks, CT July 8-9, 1998
Ypsilanti, MI July 8-9, 1998
Oklahoma City, OK **Initial** Seminar, July 13-17, 1998
Portland, ME July 22-23, 1998
Oshkosh, WI July 27-28 1998 (NDPER Examiners **Only**)
Allentown, PA August 5-6, 1998
Los Angeles & Van Nuys, CA @ Van Nuys August 18-19
Long Beach, CA August 20-21, 1998
Little Rock, AR September 2-3, 1998
Winston-Salem, & Charlotte, NC @ Charlotte Sep. 2-3, 1998
Ft. Worth, TX September 16-17, 1998
Oklahoma City, OK **Initial** Seminar, October 5-9, 1998
Columbus, OH October 21-22, 1998
Memphis, TN & Jackson, MS @ Memphis Nov. 4-5, 1998
Honolulu, HI November 4-5, 1998
Lubbock, TX November 18-19, 1998

CHECK THE FREQUENTLY ASKED QUESTIONS ABOUT PART 61 & PART 141 LISTED BY SECTION ON OUR WEB PAGE

<http://www.mmac.jccbi.gov/afs/afs600/pe.html>
(Acrobat 3.0 Reader can be downloaded from this page)

OR SEE THE ENTIRE FAQ DOCUMENT @

<http://www.mmac.jccbi.gov/afs/afs600/faqs-61.pdf>

CURRENT PRACTICAL TEST STANDARDS ARE AVAILABLE @

<http://www.mmac.jccbi.gov/afs/afs600/akt.html>